

Str No	Rt No	Rt MP	Br Name	Dist	Org Con Prj No	Yr Bult	Br Type	No of span	Max Span Lngth Ft	Str Lngth Ft	Skw	Rdwy Appr Width Ft	Br Rdwy Width Ft	Allow Vert. Clemc Ft	Ovrlay Inch	Br Rail Type	Invrt Rtg	Opr Rtg	SR
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

Column 1 - ( Structure Number ) Each structure is assigned a permanent unique number for purpose of identification. When a structure is replaced, the structure number of the old structure is retired and a new number is assigned to the replaced structure.

Column 2 - ( Route Number ) Refers to the principal state highway route number. Where multiple route numbers occur, the lower numbered route number is used. The principal route is determined by the class of roadway in the following order: interstate highway, U.S. highway, state highway, county highway, city street, others. If two or more intersecting routes are of the same class, the lower route number will be designated as the principal route. Route suffix meaning – A: Alternate; B: Business; L: Loop; T: Temporary; S: Spur. Route number "0" indicates that the Bridge is owned by a State agency other than ADOT.

Column 3 - (Route Milepost) Each structure is located by the milepost of the principal route as established by the Transportation Planning Division and reported in Arizona State Milepost System.

Column 4 - (Bridge Name ) Is assigned based on the name of the feature intersected by the principal route. These features could be river, stream, wash or road.

Column 5 - ( District ) ADOT Engineering District in which the structure is located. Abbreviations used to identify Districts are listed below:

District	District Name	District	District Name
PH	Phoenix Maintenance	F	Flagstaff
T	Tucson	K	Kingman
Y	Yuma	H	Holbrook
G	Globe	P	Prescott
S	Safford		

Column 6 - ( Original Construction Project Number ) Original construction project number under which the structure was constructed.

Column 7 - ( Year Built ) A four digit code showing the original year of construction of the structure.

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Column 8 - (Bridge Type ) Structure type for the main span is coded as follows:

1st Digit	2nd and 3rd Digits
1 Concrete	01 Slab
2 Concrete continuous	02 Stringer/Multi-beam or girder
3 Steel	03 Girder and Floorbeam System
4 Steel continuous	04 Tee Beam
5 Prestress concrete	05 Box Beam or Girders-Multiple-Precast
6 Prestress concrete continuous	06 Box Beam or Girders-Single or Spread
7 Timber	07 Frame (except frame culverts)
8 Masonry	08 Orthotropic
9 Aluminum, W.I. or C.I.	09 Truss - Deck
0 Other	10 Truss - Thru
	11 Arch - Deck
	12 Arch - Thru
	13 Suspension
	14 Stayed Girder
	15 Movable - Lift
	16 Movable - Bascule
	17 Movable - Swing
	18 Tunnel
	19 Culvert (including frame culverts)
	20 Mixed Types
	21 Segmental Box Girder
	22 Channel Beam
	00 Other

Column 9 - ( Number of Spans ) Total number of main spans in the structure. Does not include approach spans, if any.

Column 10- ( Maximum Span Length ) The length of the longest span in the structure to the nearest foot.

Column 11 - ( Structure Length ) The length of the structure to the nearest foot, measured from abutment back wall to abutment back wall.

Column 12 - ( Skew ) The angle to the nearest degree between the centerline of the intersecting roadway, pier or abutment and a line normal to the centerline of the structure.

Column 13 - (Roadway Approach Width ) The width of the approach roadway, including shoulders, to the nearest foot.

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Column 14 - ( Bridge Roadway Width ) The bridge roadway width to the nearest tenth of a foot which is the most restrictive minimum distance between curbs or rails.

Column 15 – ( Allowable Vertical Clearance ) The bridge vertical clearance under the structure to the nearest hundredth of foot which is the most restrictive clearance and the value includes 3” allowance for the vehicle bounce.  
Blank entry in the column signifies “not applicable”.

Column 16 - (Overlay Thickness) The thickness of overlay (generally asphaltic concrete) over deck in inches.

Column 17- ( Bridge Rail Type ) Bridge rail type is coded as follows:

1st Digit	Rail Type
0	None
1	H-2-1
2	H-3-1
3	Single rail with parapet
4	Concrete ( other than concrete barrier )
5	Baluster ( Aluminum or steel )
6	Special steel ( includes curb mounted guardrail )
7	Timber
8	Thrie-beam retrofit
9	Concrete barrier
Blank	Culvert not at grade

When **2nd** or **3rd** digit is **0**; the bridge rail does not conform to current AASHTO geometric or structural requirements respectively.

When **2nd** or **3rd** digit is **1**; the bridge rail conforms to current AASHTO geometric or structural requirements respectively.

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Column 18 - ( Inventory Rating ) This capacity rating will result in a load level which can safely utilize existing structure for an indefinite period of time.

The first digit indicates the type of loading on which the rating is based. All the ratings are based on HS loading except as noted below for railroad structures. The second and third digits give the gross loading in tons. If the bridge is closed and/or will not carry any live load, the second and third digits will be 00. The coding of 200 or 900 will indicate a temporary structure. When both inventory and operating ratings are coded 236, it signifies that rating analysis is not performed.

For railroad underpasses the first digit will be 7 and second and third digits will give Cooper Class or Equivalent.

Column 19 - ( Operating Rating ) This capacity rating will result in the absolute maximum permissible load level to which the structure may be subjected for the loading type used in the rating. The first digit indicates the type of loading on which the rating is based. All the ratings are based on HS loading except as noted below for railroad structures.

The second and third digits give the gross loading in tons. If the bridge is closed and/or will not carry any live load, the second and third digits will be 00. The coding of 200 or 900 will indicate a temporary structure. When both inventory and operating ratings are coded 236; it signifies that rating analysis is not performed.

For railroad underpasses the first digit will be 7 and second and third digits will give Cooper Class or Equivalent.

Column 20 - ( Sufficiency Rating ) The sufficiency rating, which is indicative of bridge sufficiency to remain in service, is expressed as a percentage in which 100% would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient bridge. For structures that are classified as the “ functionally obsolete” or “ structurally deficient” the letter “F” or “S” precedes the rating number. Refer to the FHWA “Recording and Coding Guide” for additional information.. The first 3 digits of the rating number give whole numbers ranging from 0 to 100 and 4th digit gives the fraction value. Blank field indicates railroad or pedestrian bridge.